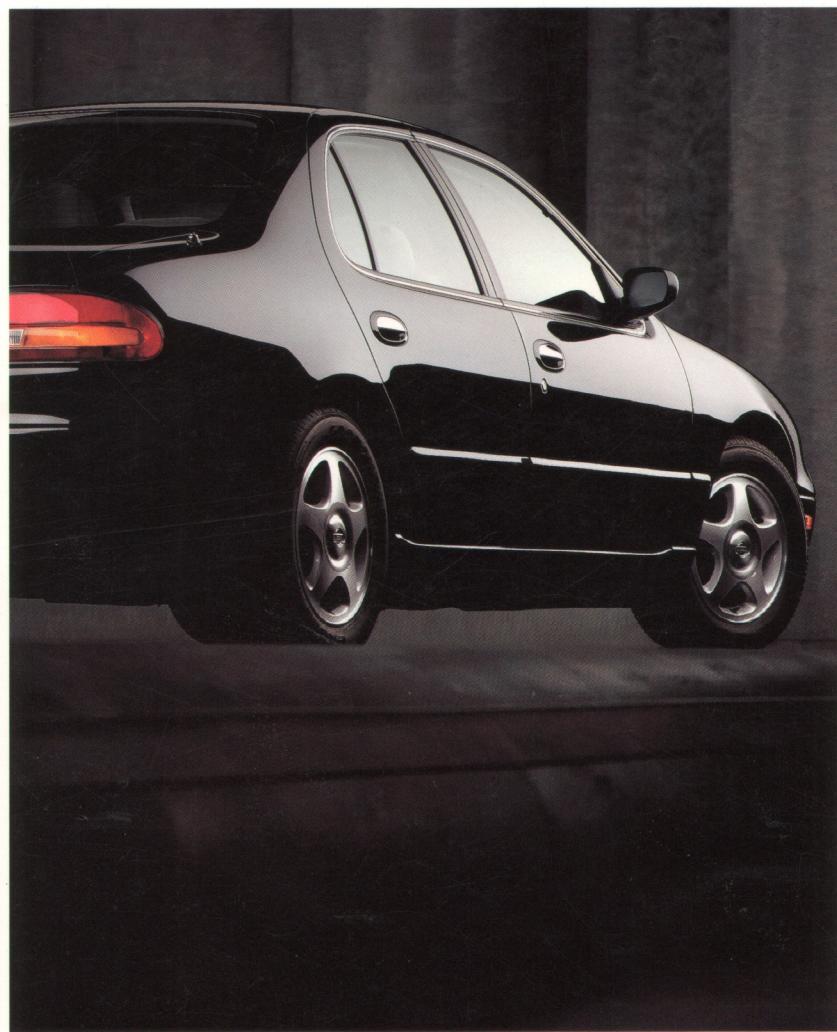
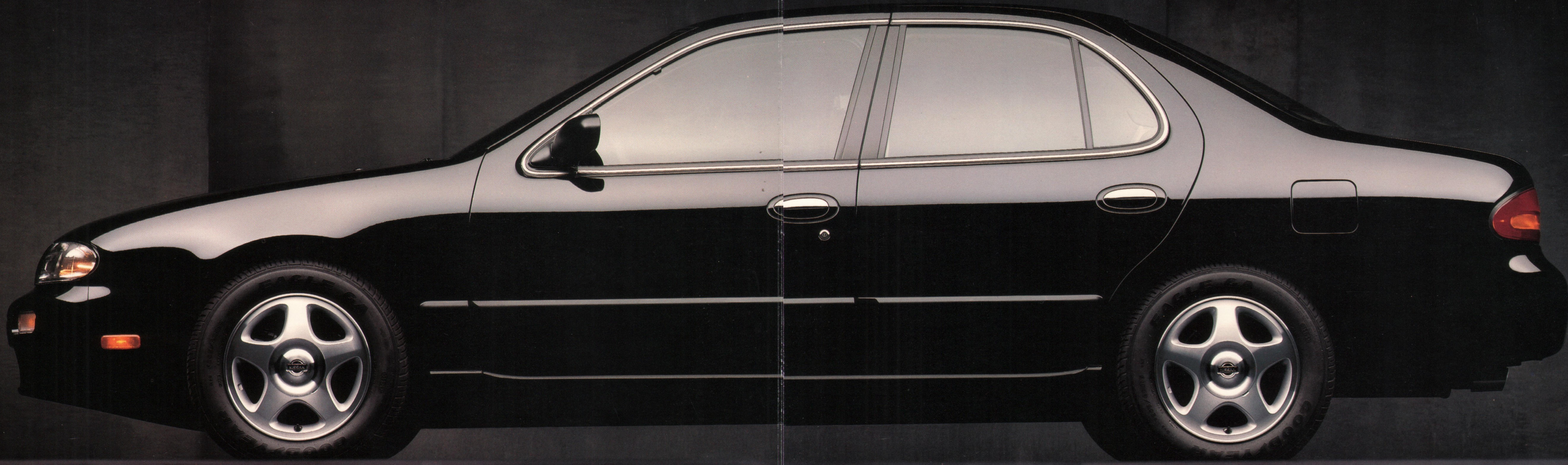


NISSAN ALTIMA

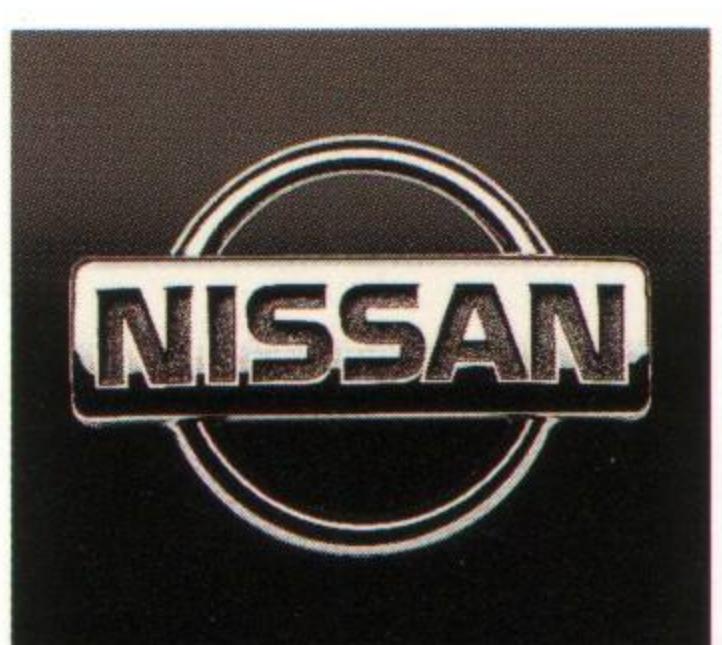






Fifty-one precision robots conspire with thirty laser-eyed optical sensors to craft its liquid lines to an incredible tolerance of a mere 1.0 millimeter.

NISSAN QUALITY True quality consists of **two interdependent levels**. The first is **functional quality**. Everything fits and **everything works** – precisely the way it was designed. For Nissan, this first level is a given. The **second level**, which you can't attain until you satisfy the first, goes beyond the way you expect things to work – **beyond what you expect** from this kind of car – more than mere comfort, **real luxury**. More than **genuine leather seating surfaces**, tiny, 4-mm stitches gather this buttery material in the body contact areas to maximize comfort and help relieve fatigue. You might even expect a **CD player**** – but six speakers? Four individually equalized amplifiers? It's just this kind of **attention to detail** that distinguishes this automobile from yet another midsize sedan. But, of course, Altima™ wasn't just designed to sit in, no matter how pleasing that may be; it was built to move you – just like a luxury car. **Experience the hush**, the increased ride comfort our soft-mount suspension subframes bring to the cabin. **Revel in handling** characteristics that would be right at home on cars costing twice as much, thanks to our **Super Toe Control rear suspension system**. Clearly, the new Altima is the epitome of what you should expect from a Nissan.®



*Optional on GLE.
**Standard on GLE, optional on SE.

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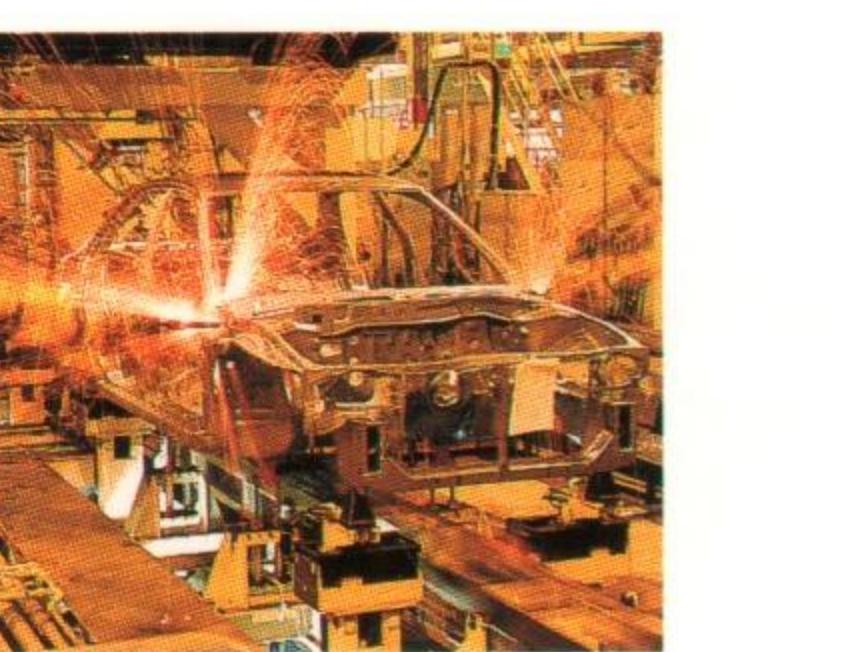
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IBAS. Nissan's exclusive Intelligent Body Assembly System. A regimen of 51 robots and



30 optical sensors craft Altima's unibody to a precise tolerance of 1.0 mm. Flying laser scanners plot 70 imaginary points in space – checking every body to an incredible accuracy of .2 mm. This obsession with precision isn't frivolous, it's fanatical.

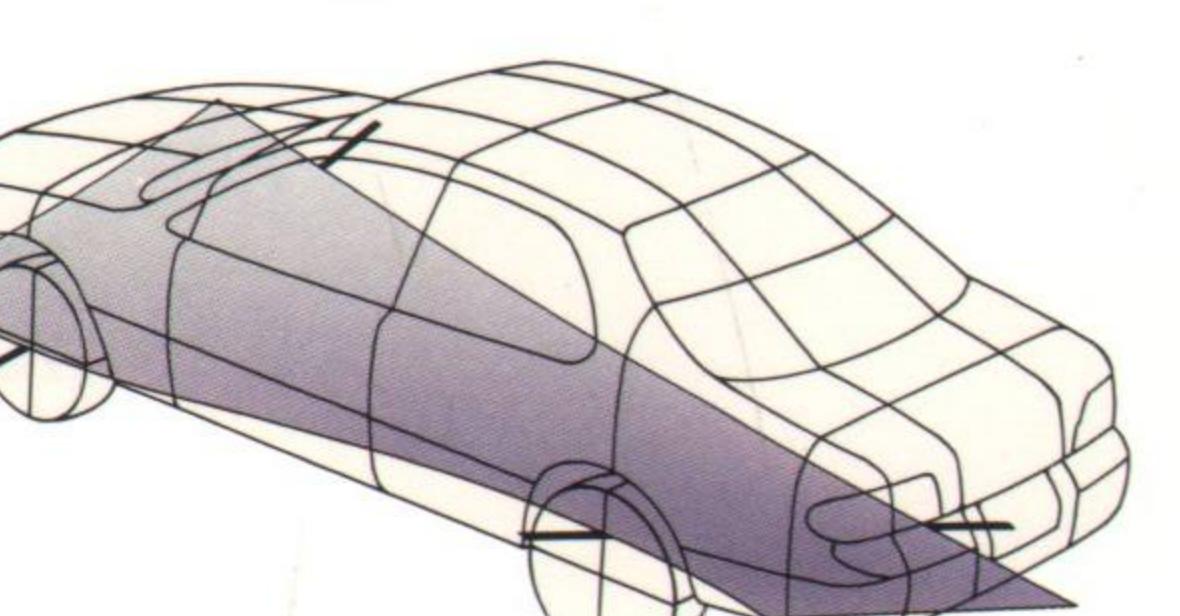
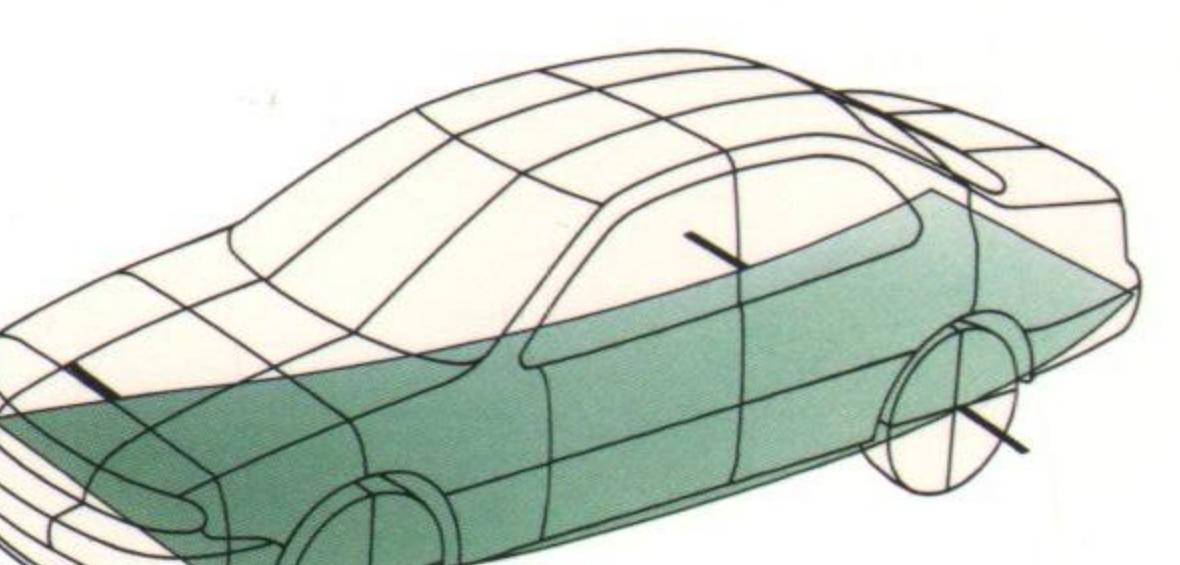
THE GOAL Sunday, June 25, 1988. As the sun dipped into the Pacific

off La Jolla, California, seven **American automotive designers** pushed back

from three exhausting weeks of scrutinizing luxury cars and agreed, "Too expensive!" A month later, having poked, prodded and examined more mid-size sedans than they'd had hot meals, they asked, "Is that all there is?" Their conclusion? America needed a car that looks like a luxury car, drives like a

luxury car, feels like **a luxury car, but is priced like a midsize sedan**. The designers at **Nissan Design International** were more than up to the task.

Witness the all-new Nissan Altima™. A whole **new concept in luxury sedans – affordability**. Its body (one of the most torsionally rigid on the road) is the product of **Nissan's unique IBAS robotics**. You'll feel it in the way it holds the road. And holds together. Its doors are triple sealed. Its engine nestles on liquid-filled mounts. Inside, **a standard driver-side airbag**, even audio amplifiers tuned for the **acoustics** of this cabin and, on the GLE, a head-up display. Of course, a choice of **leather** seating surfaces or plush fabrics is available. All this for the price of a midsize?



527 design sketches (inside and out), ten quarter- and four full-size clay models, two Cray® CAD supercomputers working overtime optimizing structural rigidity. Almost \$1 billion in development later....



Luxury is a concept that not everyone shares to the same degree. Nor, for that matter, is affordability. Precisely the reason Nissan created the Altima line. The flagship of the range, the Altima GLE provides a level of standard equipment hard to beat, even on much more expensive cars. If your fancy runs on the sportier side, the SE is more your style, with its sport seats and sport-tuned suspension. The feature-rich GXE combines an impressive array of standard amenities with a very attractive price. Even the most affordable, the XE, comes with a full range of luxury features.

©Cray is a registered trademark of Cray Research, Inc.



Everyone that builds, inspects. But twice a day without warning, it's pulled off the line – and scrutinized.

ALTIMA GLE

You expect a luxury car to have it all. And the Altima™ GLE is no exception. Standard driver-side airbag, 6-speaker compact disc audio system, power sunroof, Theft Deterrent System, cruise control, alloy wheels, map lamps and, of course, power windows, door locks and mirrors. You'll even find equipment unavailable on anything else in its class – after all, it is a Nissan®. For instance, a head-up display. Adjust the one-touch automatic temperature control and the Altima responds by maintaining your ideal environment (the air conditioning is charged with ozone-safe, non-CFC refrigerant).

You expect it all from a luxury car; you don't expect to pay this little.

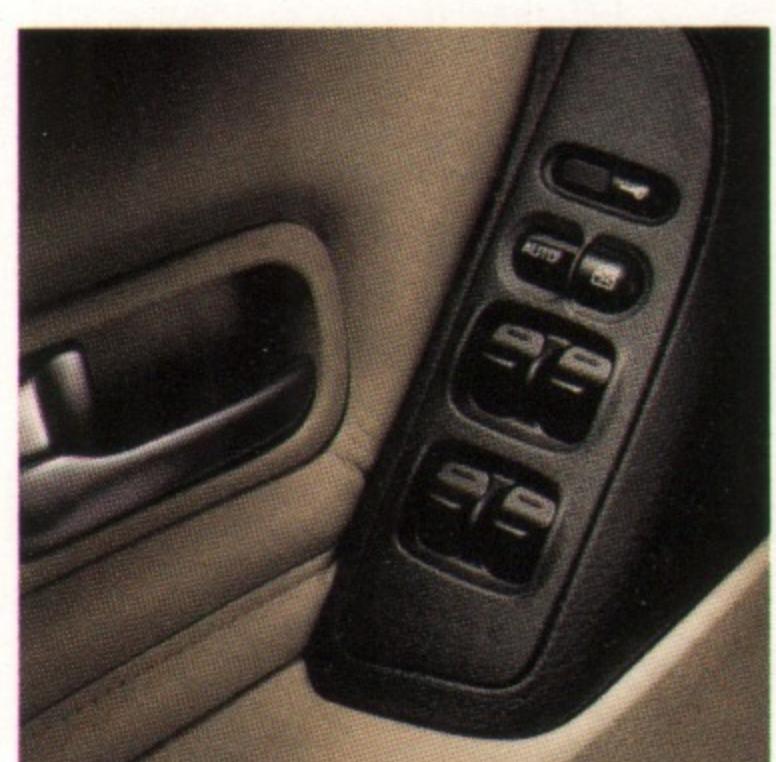
*Double top-coat process applies to all Altima colors aside from Vail White and Super Black.



Forty-three separate steps sheath it in color at Nissan's Smyrna, TN plant. The first in America this unique water-borne electrostatic paint plant does as much for the quality of the paint job as the quality of the air we breathe.*

GLE INTERIOR

Probably the most surprising thing about an Altima™ is what you find when you get in. Space. Much more than you expect. More head room than either the Camry or Accord. Or even the luxury priced Lexus ES 300. Because almost everything is standard, which includes power windows, mirrors and door locks, the GLE won't plague you with options either. You have just two decisions. Either you'll want the luxury leather seating surfaces or you won't. The ABS/viscous limited-slip differential or not. There, no more decisions. And isn't that a luxury?



*AMCI, July 1992; tested against '92 models.



GLE CONTROLS

Darkness. Total, inky

blackness. The test begins.

"Open the power window,"

commands one investi-

gator. The response is

almost instantaneous as

the second investigator,

blindfolded, tries to locate

controls in a darkened

Altima™ – a car he's un-

familiar with. "The cruise

control? CD? Shifter?

Variable intermittent

wipers? Power sunroof?"

All are located in frac-

tions of a second. Step

into an Altima for the first

time at night and you'll

appreciate why we did

this test. We found it illu-

minating – you'll find it

familiar. Everything is

precisely where you ex-

pect to find it. Right

under your thumb or

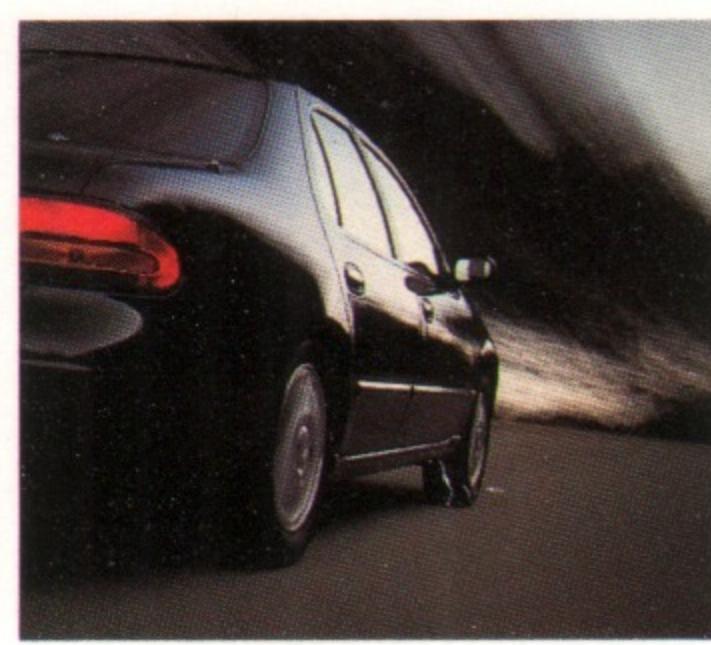
at the end of your out-

stretched finger.



Its one-touch automatic temperature control system is rare in the class. But, of course, you will find Altima's ozone-safe, non-CFC refrigerant in the very prestigious Mercedes-Benz.

You won't find Altima's Super Toe Control on more expensive luxury cars like Lexus ES 300.



By enhancing cornering stability, it ensures more responsive and precise turning. When the lateral force increases on the rear wheels, such as in tight turns or evasive maneuvers, the rear wheels turn in slightly, in phase with the front wheels. This gives the Altima better grip of the road's surface.

ACCIDENT AVOIDANCE

In the same way Nissan believes

there are two levels of quality, we're concerned with **two aspects of safety** –

accident avoidance and occupant protection. Naturally, it's better to simply

avoid an accident if possible – that's the initial focus of Nissan engineers. The

factors that come into play here are **handling, braking and acceleration**. In

head-to-head tests* with Camry V6 and Accord, and some cars costing almost

twice as much, like the Mercedes 190E-2.3, BMW 325i, Acura Legend and

Lexus ES 300, the Altima™ SE beat them all in the dry slalom (a good indicator

of **emergency evasive action**). And, in panic stops *in the wet*, the Altima with

optional ABS ran **second only to the Mercedes** by just 25 inches. As far as

powering out of trouble, in the 20-55 mph acceleration test, Altima XE not

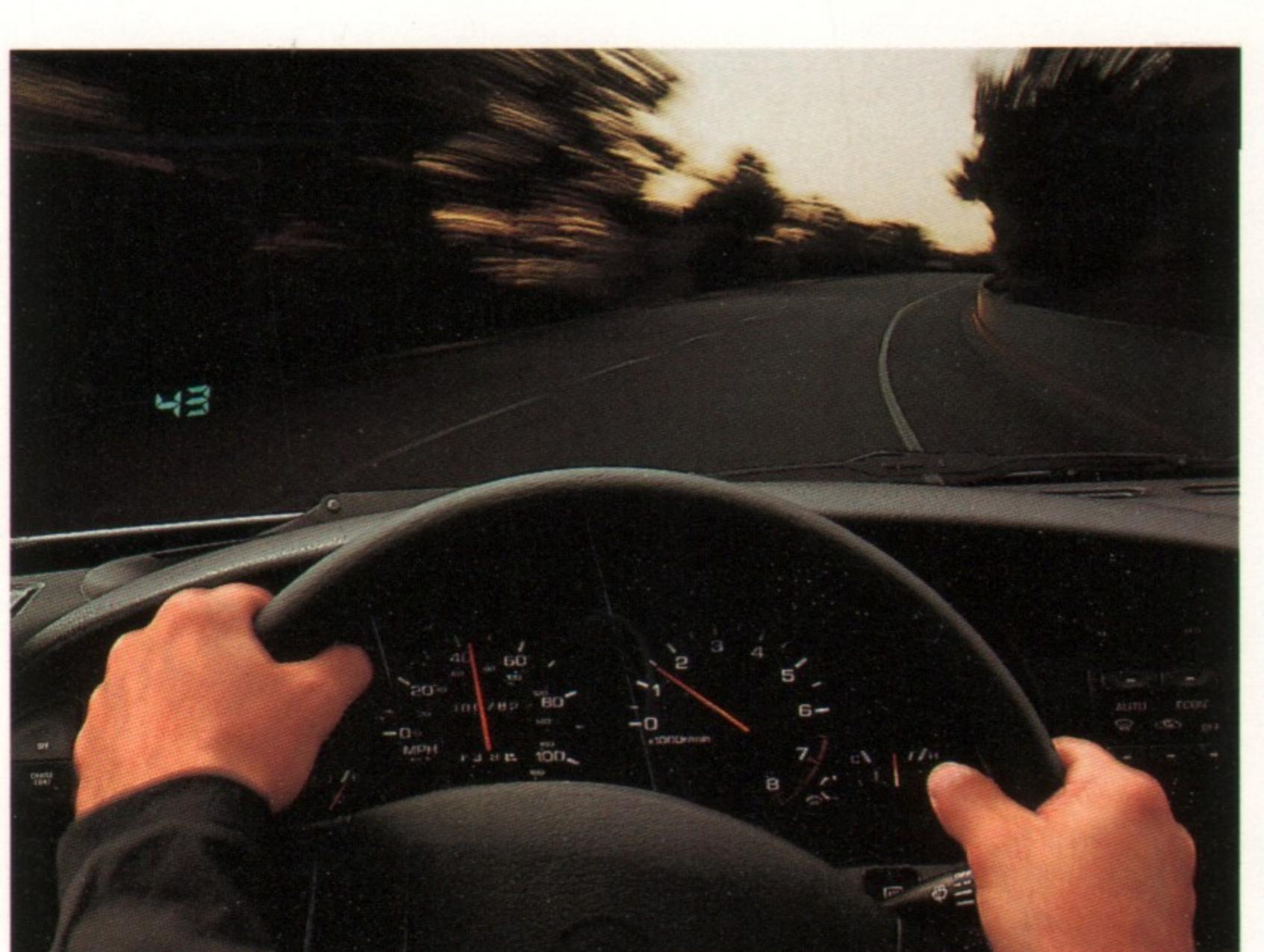
only beat the Accord and the Camry V6, but even the Mercedes and the

Lexus, too. Thanks to its IBAS-rigid body, its fully independent suspension with

rear Super Toe Control, remarkable **4-sensor Anti-lock Braking System** and

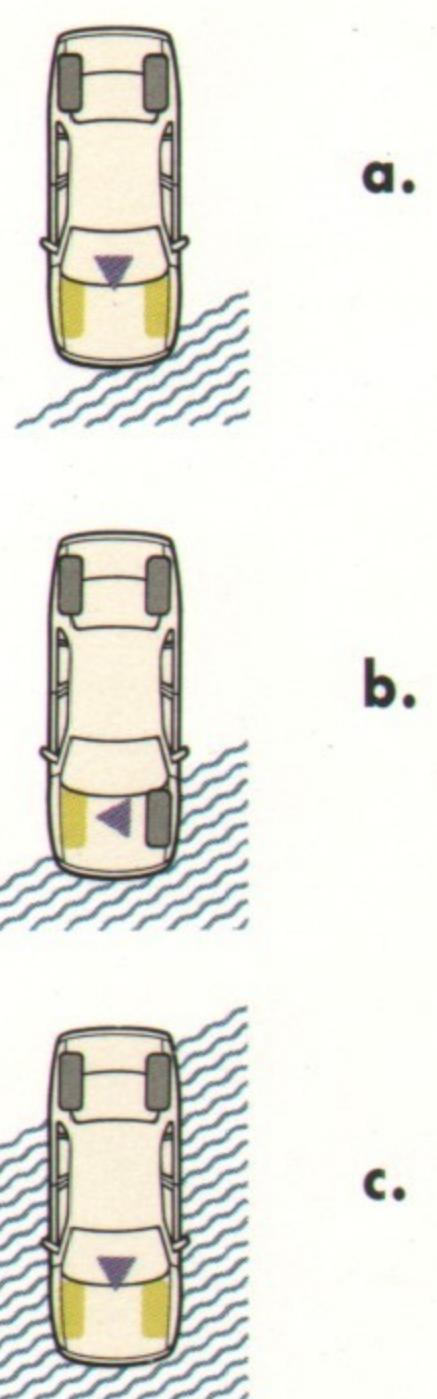
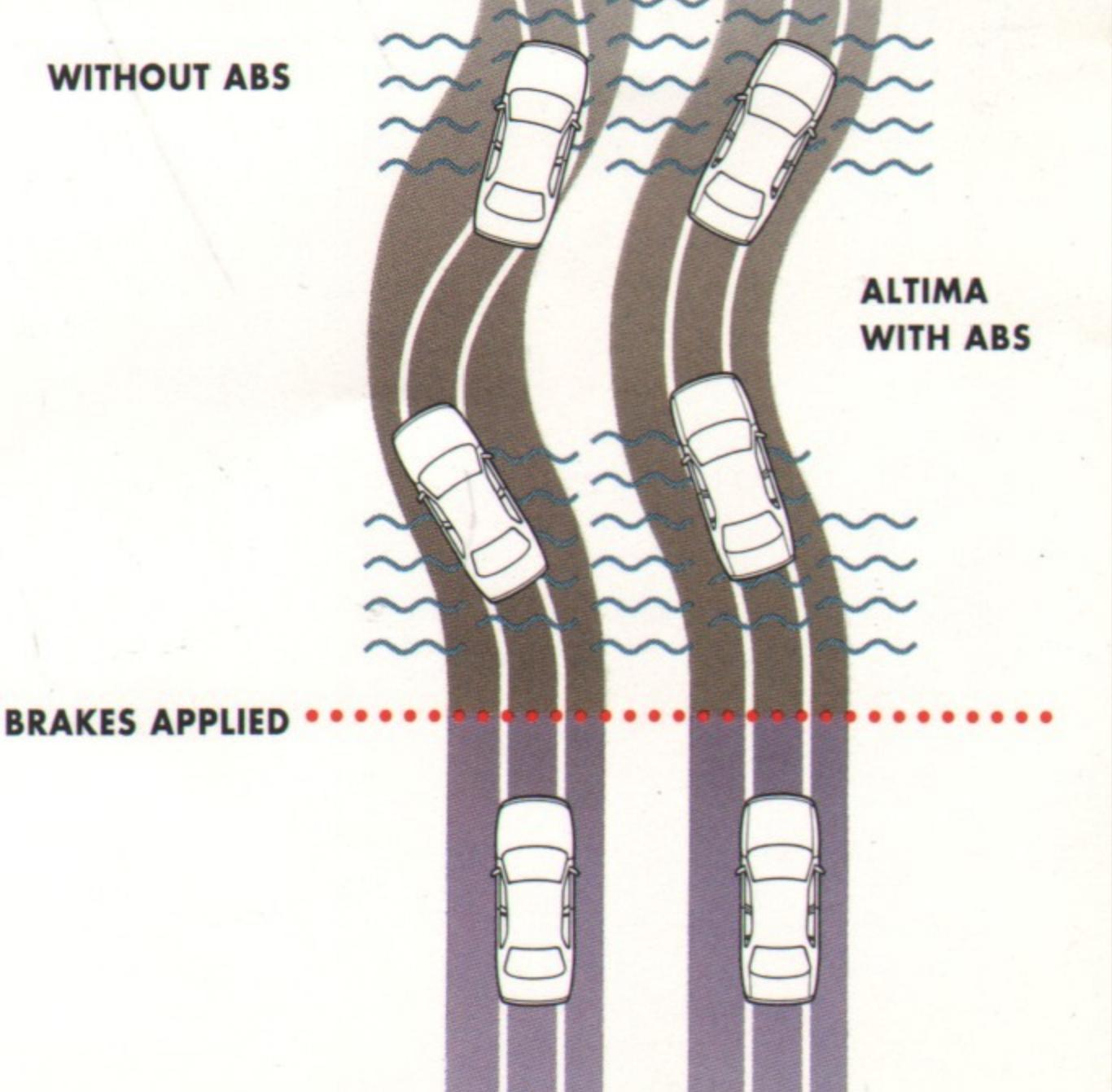
its balanced drivetrain, Altima is not only a pleasure to drive, but a responsive

driving partner that can help you through difficult situations.



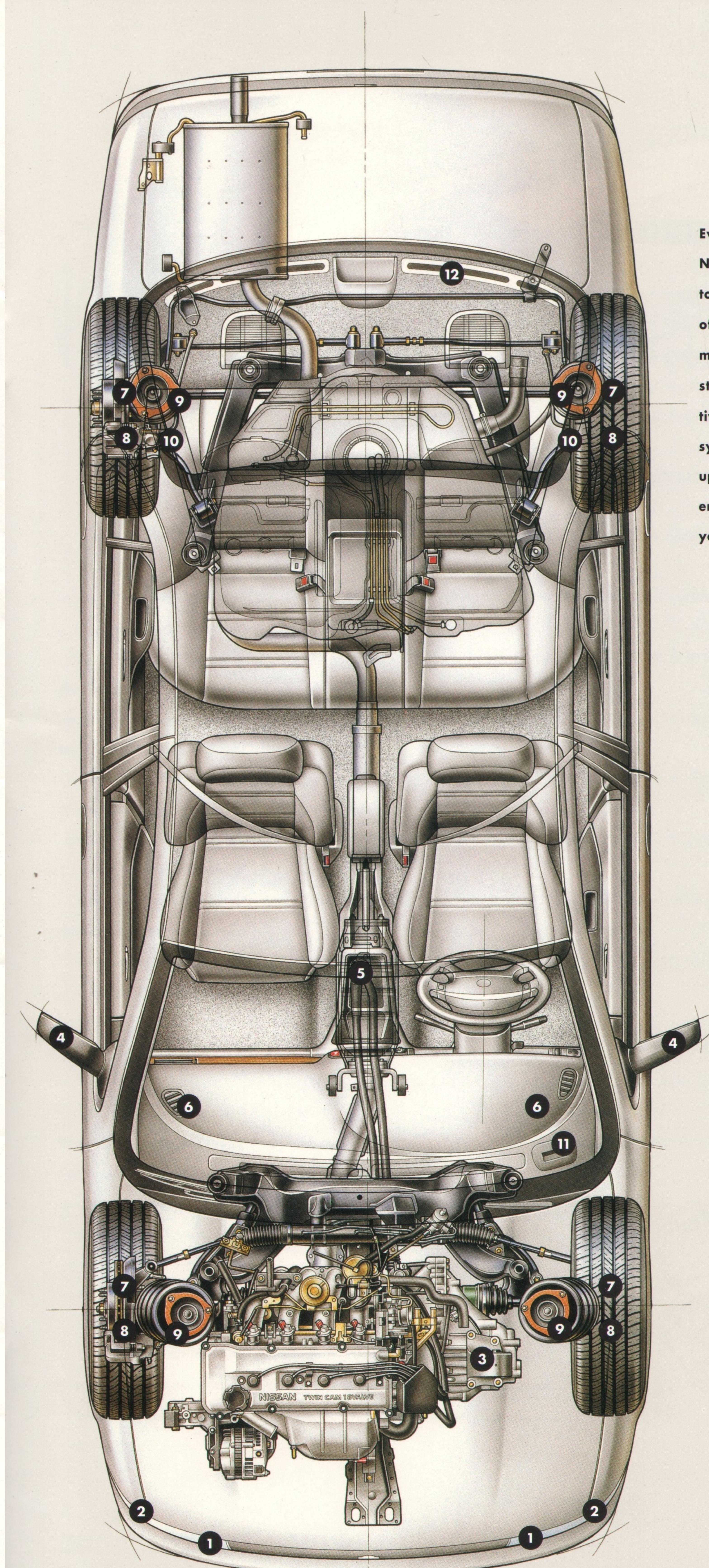
At 55 mph, every time you check your speed you travel 40 feet. Before you look up, a lot can happen.

Altima GLE's head-up display is projected right onto the windshield, so your eyes never leave the road. Visual warnings will also appear when necessary.



On normal road surfaces (a), with Nissan's unique viscous limited-slip differential (optional),** power is shared equally between the front wheels. When Altima enters a slippery area (b), and one wheel begins to lose traction, power is progressively transferred to the other wheel to provide improved traction (c).

Improved control and maneuverable stops. That's what you get from Altima's optional ABS. But all anti-lock braking systems are not created equal. And Altima has very few equals. Many rely on three sensors. Not Altima. It has four sensors, one for each wheel.



Every component of the Nissan Altima is designed to help keep you in control of the vehicle under the most demanding circumstances. From the innovative suspension and braking systems to the GLE's head-up display, Altimas are engineered to put safety in your hands.

- 1 Halogen headlamps
- 2 Cornering lamps (GLE, SE)
- 3 Viscous limited-slip differential**
- 4 Dual power remote-controlled outside mirrors
- 5 Shift interlock system
- 6 Side window defoggers
- 7 Anti-lock brakes (optional)
- 8 4-wheel disc brakes***
- 9 4-wheel independent suspension
- 10 Super Toe Control
- 11 Head-up display (GLE)
- 12 Electric rear window defroster

FEATURE

Cornering lamps

Provide you with extra sideview illumination for safer turning at night. You're also more visible to other vehicles.

Shift interlock system

Prevents you from accidentally starting the manual transmission while in gear or shifting the automatic into gear without first applying the brakes.

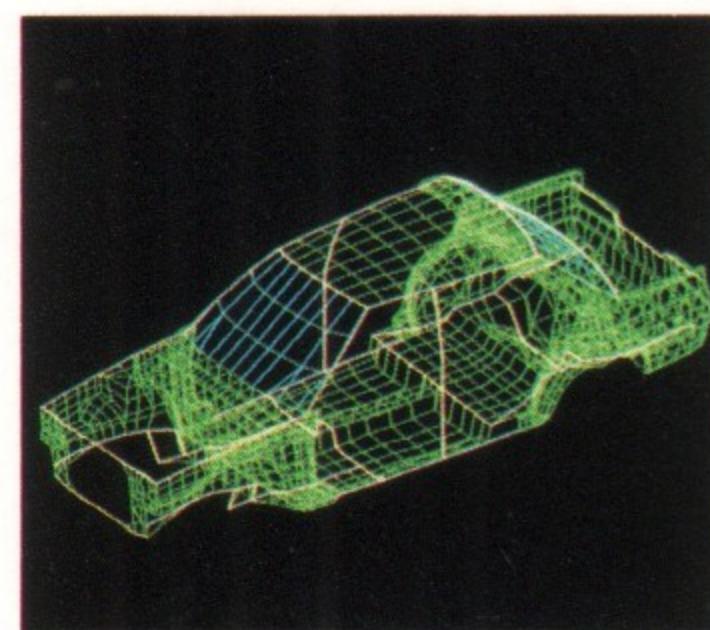
4-wheel independent suspension

Each wheel absorbs bumps and ruts independently to help keep you in control.

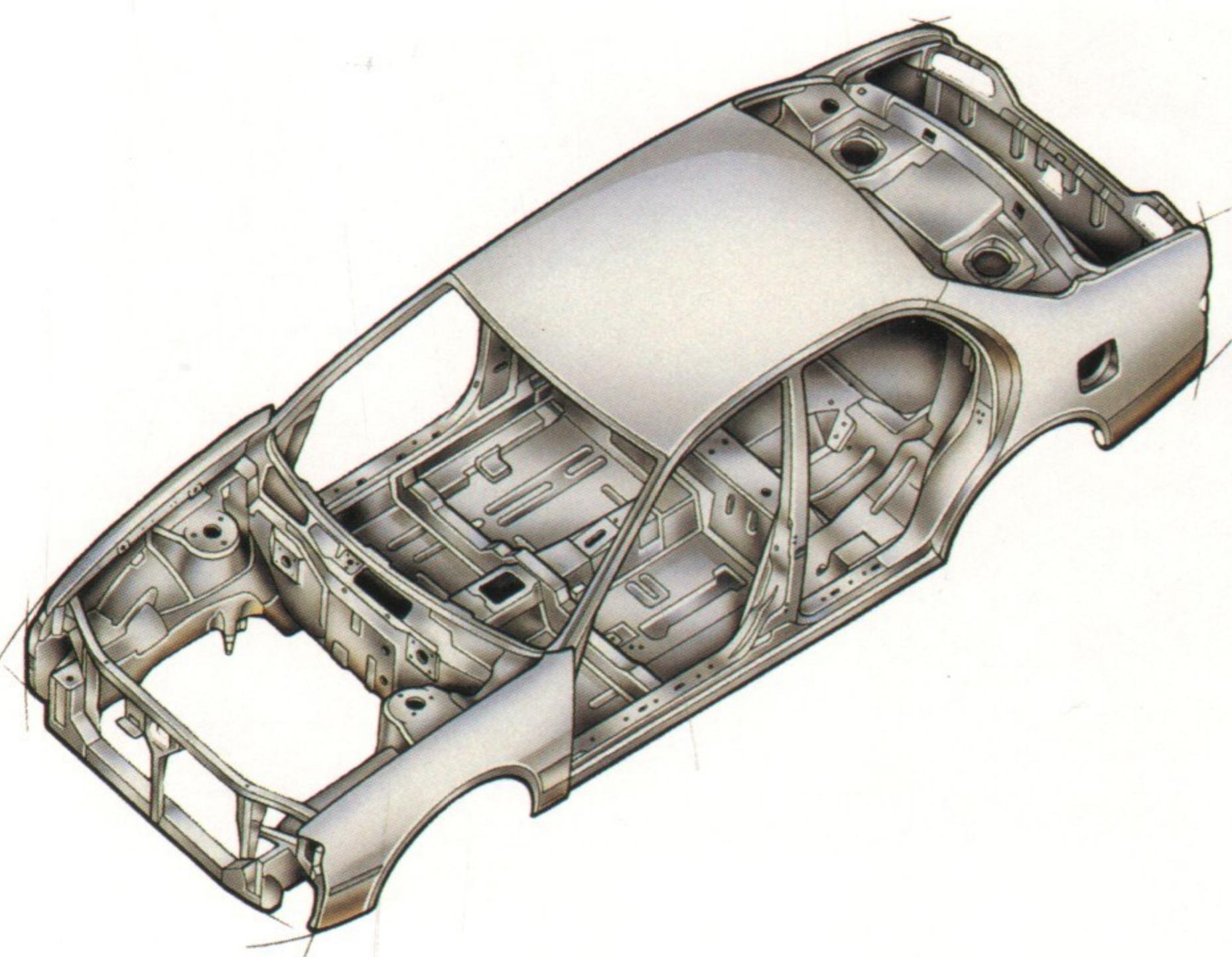
* AMCI, July 1992; tested against '92 models.
** Not available on XE.

*** Standard on SE; optional on XE, GXE and GLE with ABS.

Stronger side members and lower dash structures are the result of computer simulations



carried out by Nissan engineers. Some of the forces in a crash are impossible to determine experimentally, but ten hours spent on a Cray® XMP/12 supercomputer (the equivalent of some 15,183 man-years) revealed essential information regarding the structural strength and crush characteristics of the body side members and the lower dash.



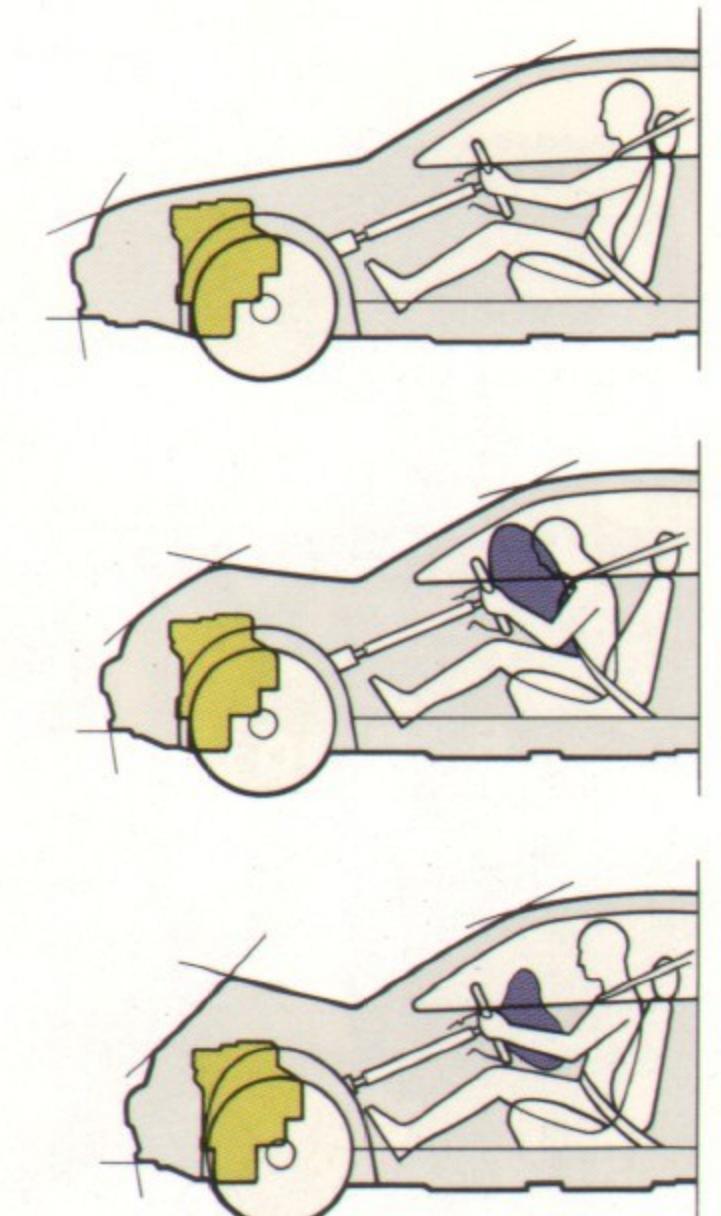
3600 high-accuracy welds bind Altima's unibody. CO₂ welds are used in many structural areas. Combined with weld bonding and IBAS accuracy, this greatly increases the rigidity of the passenger compartment.

OCCUPANT PROTECTION

Even with all of Altima's sophisticated accident avoidance systems, accidents can happen. At the time of impact, **Altima's passive safety systems** come into play to help protect the occupants and reduce the risk of injuries. To this end, Nissan engineers employed the accepted measures – such as **crumple zones**, 5-mph energy-absorbing bumpers (twice the Federally mandated standard), collapsible

steering column, and roof and pillar reinforcements. As soon as the **airbag** sensor detects certain types of frontal impact, it is designed to inflate the supplemental restraint system in just a fraction of a second. Of course, the 3-point seatbelts lock immediately, too. However, when it came to **child protection**, Nissan safety engineers improved on the standard Emergency Locking Restraint (ELR) seatbelts by adding an **Automatic Locking Restraint** (ALR) function to the 3-point passenger belts. This allows you to secure a child-safety seat without having to use a troublesome clip. For **additional security**, a reinforced child-safety seat anchor is provided, too. Perhaps that's why

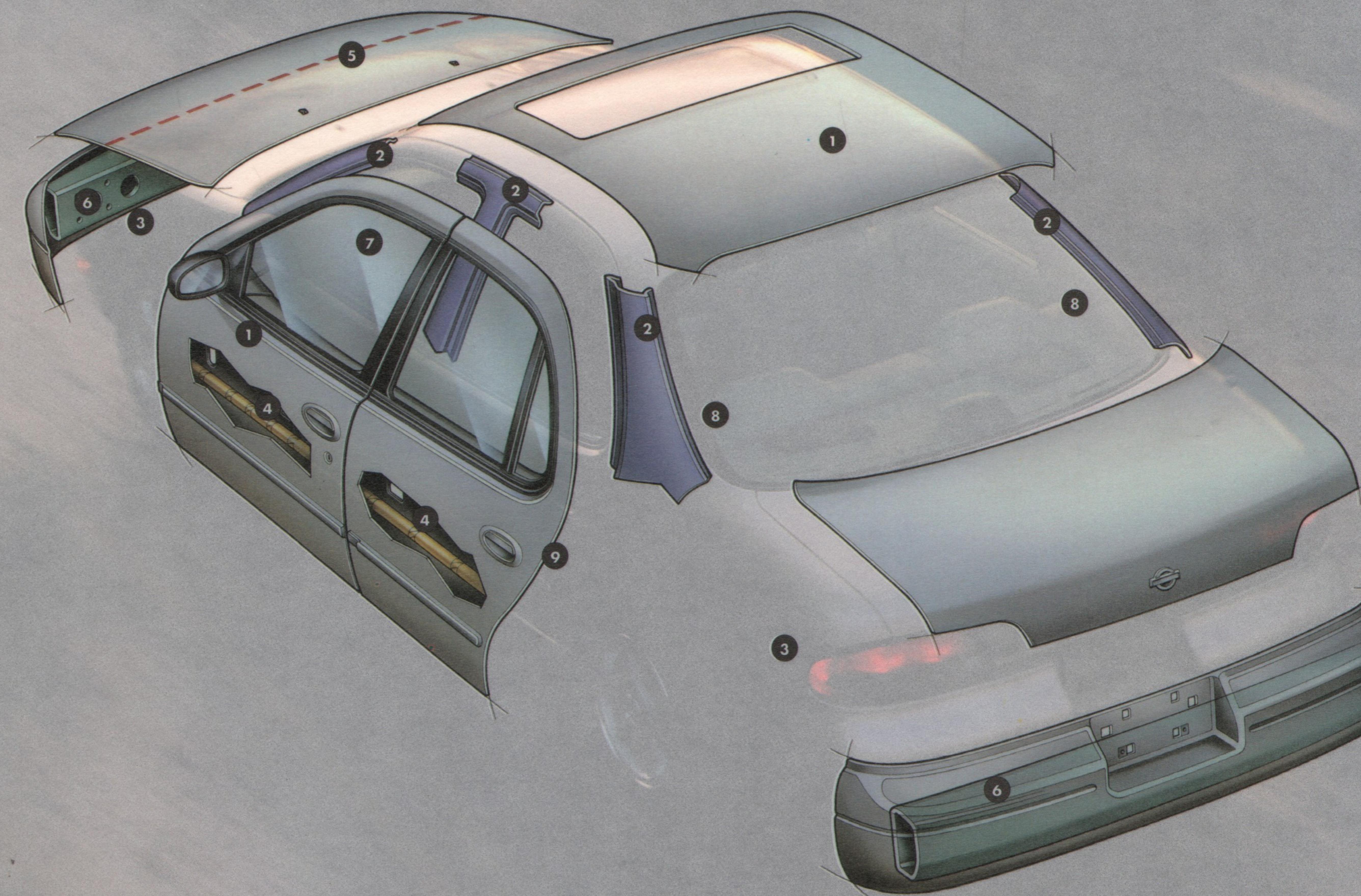
Altima™ meets Canada's even **higher safety standards** for child restraints.



Standard on all Altimas, the driver-side airbag is designed to inflate on certain frontal impacts to help cushion the driver, and an instant later deflates to get out of the way as soon as it's done its job. Detection and diagnosis sensors help prevent accidental activation of this supplemental restraint system. It's called supplemental because it should always be used in conjunction with the driver's 3-point seatbelt.

Nissan urges you to use your seatbelt/shoulder belt whenever you drive, even if your vehicle is equipped with a driver-side airbag. Please ask all of your passengers to buckle up too, especially children. And with children under four, make sure they're secure in approved infant/child safety seats.* Seatbelts do save lives.

*Additional equipment may be required for proper installation and placement. Please see your owner's manual for complete instructions.



FEATURE

Hood buckling creases and safety stops

Pipe-style, steel side-door guard beams

BENEFIT

Increases your protection in the event of a front-end collision. Hood is designed to help absorb crash energy and fold up rather than intruding into the passenger compartment.

These increase intrusion resistance and help protect occupants in the case of a side impact.

① High-strength steel body panels

② Pillar/roof reinforcements

③ Crumple zones

④ Steel side-door guard beams

⑤ Hood buckling creases and safety stops

⑥ 5-mph energy-absorbing bumpers

⑦ Driver-side airbag SRS

⑧ ALR/ELR 3-point seatbelts

⑨ Child-safety locks



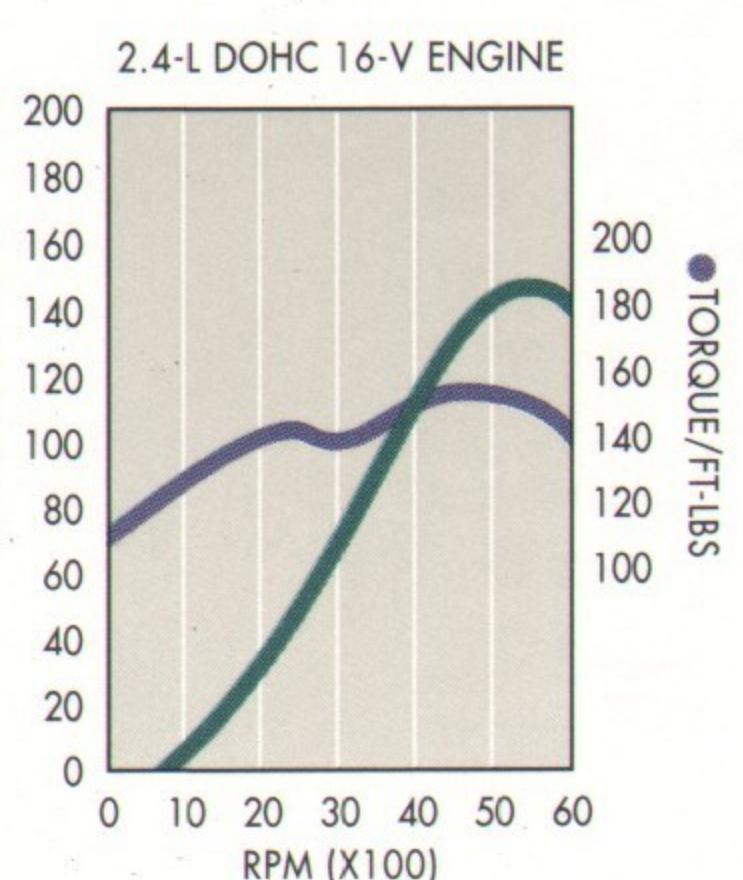
Like quality, safety starts on the drawing board. A principle Altima's integrated safety systems can attest to.



63% of Altima's plastics are recyclable; from bumpers to parts so small the Society of Automotive Engineers was forced to reduce the size of its official ingredient-coded recycle stamp to accommodate Altima's concern for the environment.

PERFORMANCE Sequential multi-point electronic fuel injection

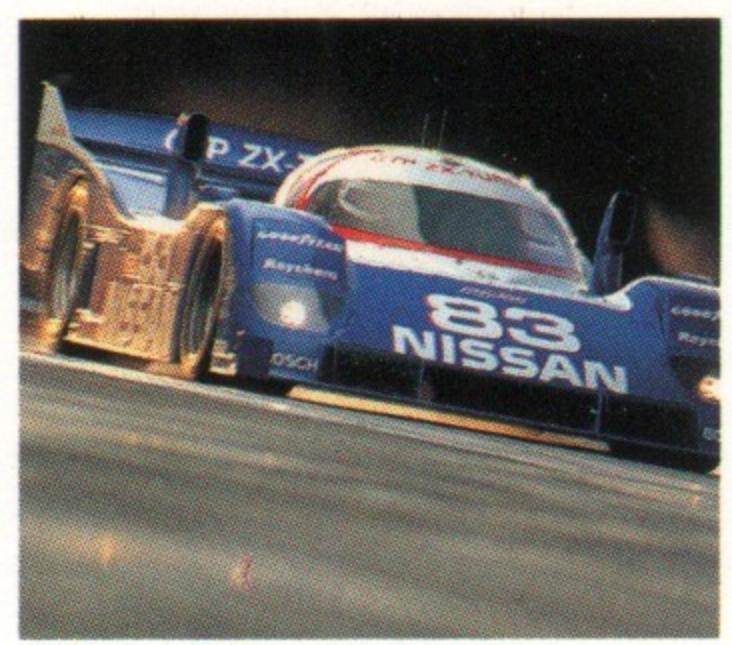
delivers the exact air/fuel mix to the multi-valves. But unlike many other injection systems, it provides **precisely the right amount of fuel** (not an



DOHC powerplant is eagerly responsive yet downright miserly on fuel consumption*. Not surprisingly, in an independent test,** **Altima™ XE beat** not only

competitors **Camry V6 and Accord**, but even the **Lexus ES 300 and Mercedes 190E-2.3** in freeway merging. In addition, it consistently beat the Lexus, Camry

Three winning IMSA seasons in a row. Four consecutive driver's championships. More



GTP victories than anyone else. The glory is good. The proof is better. Nissan uses the test track as a laboratory and the racetrack as a proving ground. Winning the 24-hours at Daytona convinces us we're doing it right when it comes to durability and performance.


fully independent struts, soft-mounted on subframes to make the usual

trade-off between ride comfort and handling unnecessary.



To improve gas mileage* and performance, and minimize shift-shock, Altima's engine is in constant electronic communication with its automatic 4-speed transmission.** For increased durability, its gears are hardened by shot-peening.

* See EPA estimates in Specifications Chart.
** AMCI, July 1992; tested against '92 models.
*** Standard on GLE; optional on XE, GXE, SE.



It detects a minute change in temperature or humidity, even monitors its own exhaust. All to achieve the ideal air/fuel ratio.



It detects a minute change in temperature or humidity, even monitors its own exhaust. All to achieve the ideal air/fuel ratio.

ALTIMA SE

This is the sport sedan of the family. While Nissan Altima™ SE shares much with its GLE sibling, the side sill extensions, rear spoiler and fog lamps distinguish it on the outside. Inside, sport seats in distinctive woven velour combine with a leather-wrapped steering wheel and shift knob to add a sporty accent to the overall feeling of luxury. But not all the differences are cosmetic. In addition to disc brakes on all four corners, the perceptive sports driver will detect a stiffer suspension for more precise cornering and, on the standard 5-speed manual transmission, a shorter final drive ratio for quicker acceleration.



*AMCI, July 1992; tested against '92 models.

SE INTERIOR

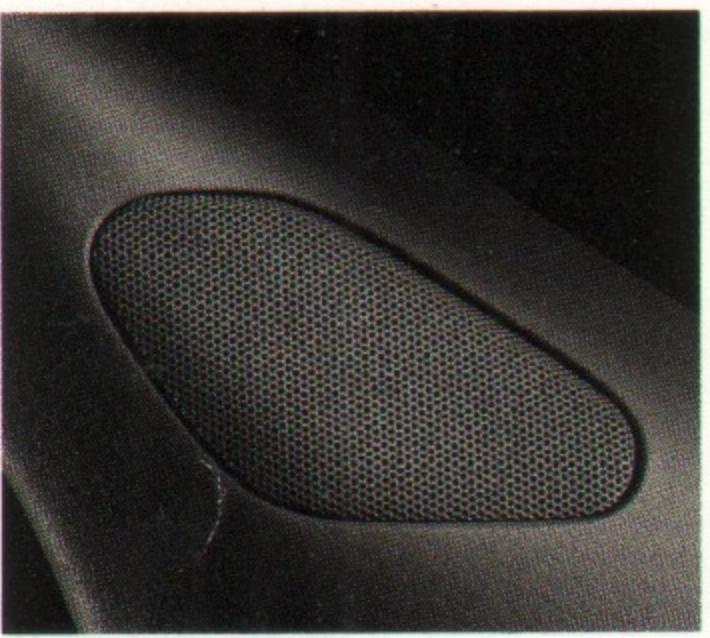
Nissan's concern for the environment is evident here.

Both the **interior environment** of the SE and the **global environment**. After setting stringent specifications (some would say impossible), Nissan interior designers required three seat manufacturers to compete for the Altima™ contract. The result is an **anatomically correct sport seat** that uses **environmentally inert gases** such as carbon dioxide, rather than the usual CFCs, to form the seat cushions. In fact, Nissan seat specialists measured both the size and location of the tiny bubbles that make up the seat cushion before deter-

mining the supplier. So while this is **obviously good for the environment, it's**

also good for your driving posture. And that's not the only green concern in this car. The **air conditioning** uses environmentally friendly refrigerant rather than ozone-depleting CFCs. A full complement of instrumentation, including a tachometer and a comprehensive array of warning lights, is perfectly placed in a highly legible, integrated dash layout. And to make your Altima SE as **unique as your own fingerprint**, Nissan uses a fluid printing

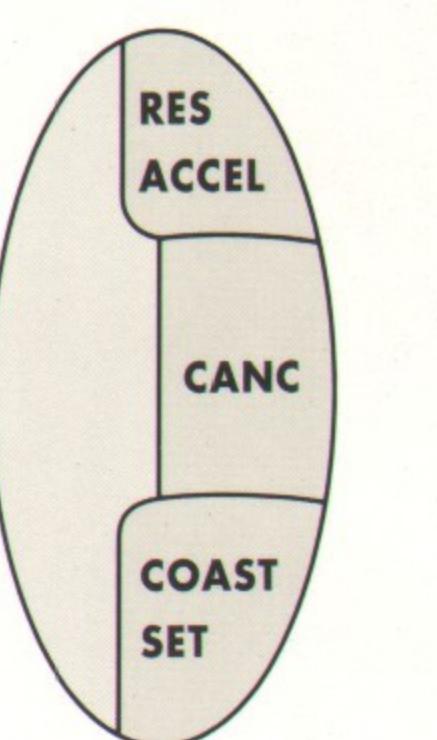
technique to create the distinctive dark oak pattern on the dash trim.



Full active sound imaging is achieved with an optional 6-speaker CD sound system. Using



Altima's expansive trunk space (14 cubic feet) means the weekend's luggage is an easy fit. Loading and unloading is no chore either, thanks to an exceptionally low liftover rim.



When you're looking down a long stretch of highway, relax. Simply activate the cruise control and let Altima maintain your chosen speed automatically. And for even greater convenience, the control buttons are mounted in the steering wheel for fingertip access.

> Despite the cavernous trunk, some things are still just too long. When this is the case, simply fold down Altima's rear armrest, and even a pair of downhill skis will pass through easily.* Without cramping the style of anyone along for the ride.

*This vehicle is shown for display purposes only. Nissan recommends that all cargo be secured when transported.



To achieve the perfect blend of aesthetics and function, Altima's principal interior designer studied at Domes Academy in Milan.

ALTIMA GXE

Velour seatcloth, power windows, door locks and mirrors, driver-side airbag, rear-seat armrest with trunk pass-through, the list goes on and on. Opt for the Value Option Package and add ozone-safe, non-CFC air conditioning, cruise control and an electronically tuned AM/FM/cassette with power antenna. All this makes the feature-rich Altima™ GXE hard to resist. Of course, it shares the rigid body work, precise handling and DOHC engine with its siblings. More than likely, one of them is your only other option. And at the price, there aren't many other options out there.



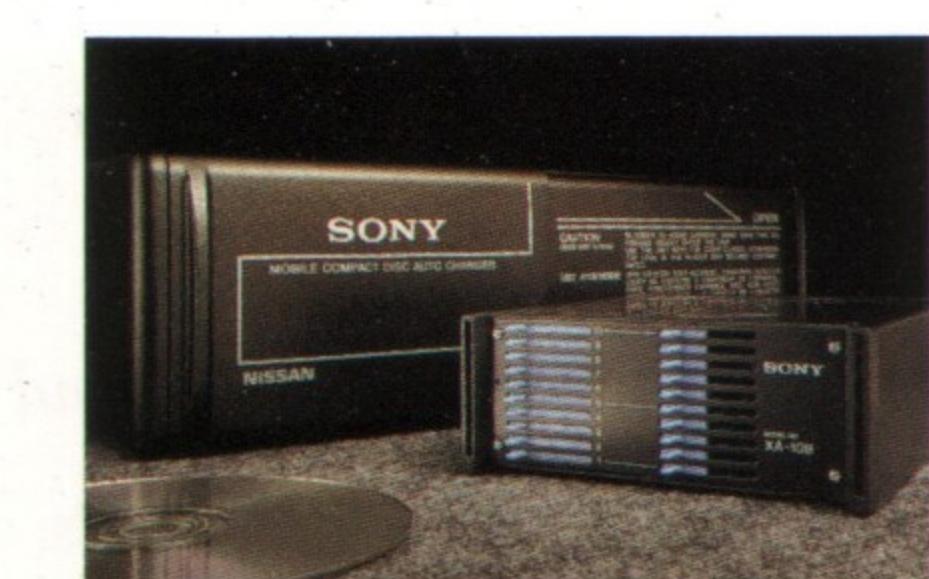


The fog lamps' quartz crystal lenses are designed by a computer. After vibration testing, they're laser aligned for accuracy.

ACCESSORIES



1



2



3



4



5

To make your Altima™ even more distinctive, we offer a comprehensive line of Genuine Nissan Accessories. Precisely matched to the Altima's specifications, these accessories will fit properly and are backed by a factory warranty. For the ultimate in stereo sound, choose the (1) Compact Disc Player by Nissan (not available on GLE). And you'll expand your play list with a remote, trunk-mounted (2) 10-disc, Nissan CD Auto Changer by Sony® (not available on GLE). Cut-pile, non-skid, carpeted (3) Floor Mats help keep Altima's plush carpeting looking like new. (4) Nissan's Remote Control Vehicle Security System activates and deactivates the Theft Deterrent System (standard on GLE). On models equipped with power locks, it locks and unlocks the doors. An upholstered (5) Center Armrest is also available on all models.

< Altima GXE shown in Blue Jade with Genuine Nissan Accessories including: Nose Mask, Fog Lamps and Rear Spoiler (standard on SE).

OPTIONS



Leather Seat Trim is optional only on the Altima GLE. It is available in Tan, Titanium and Blue Gray.



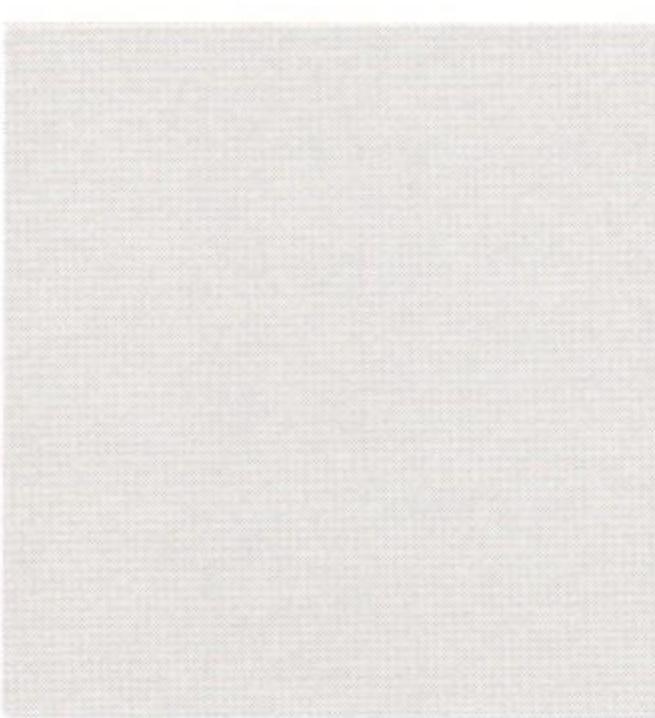
The Power Sliding Glass Sunroof with rear tilt feature and sliding sunshade is optional on the SE model only (standard on the GLE).

Also optional is an Electronic 4-speed Automatic Transmission with lock-up torque converter, (standard on GLE; requires Cruise Control on the XE), and ABS with Viscous Limited-Slip Differential.*

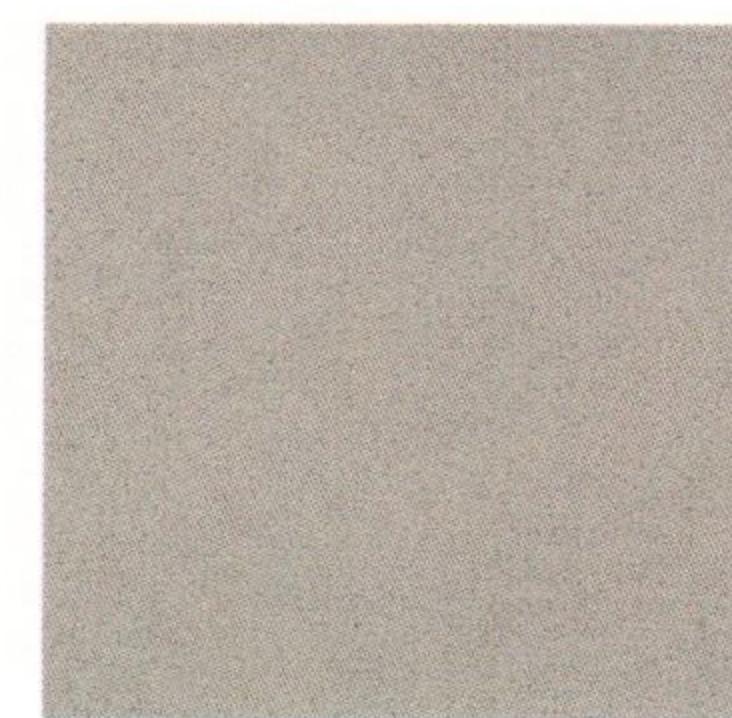
* ABS does not include viscous limited-slip differential on the XE.

® Sony is a registered trademark of Sony Corporation of America.

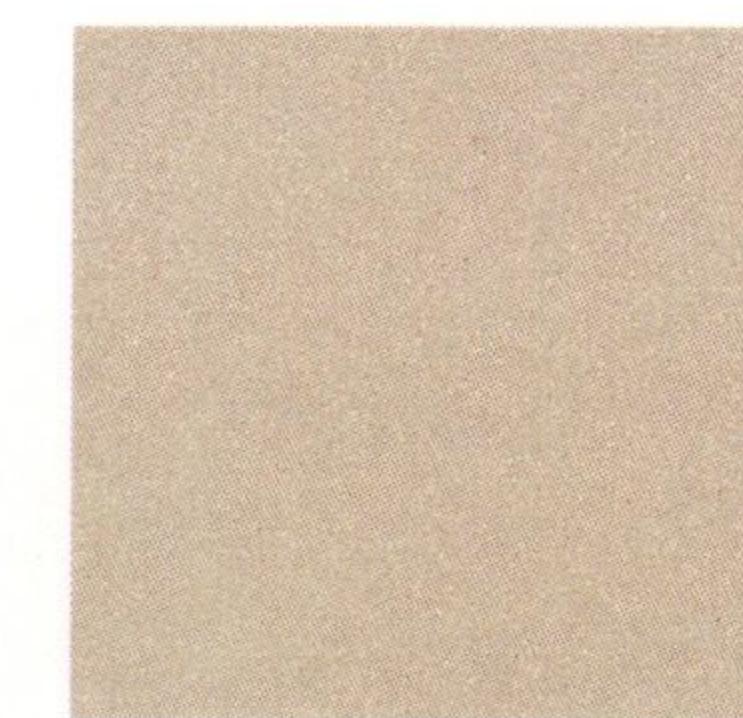
EXTERIOR COLORS



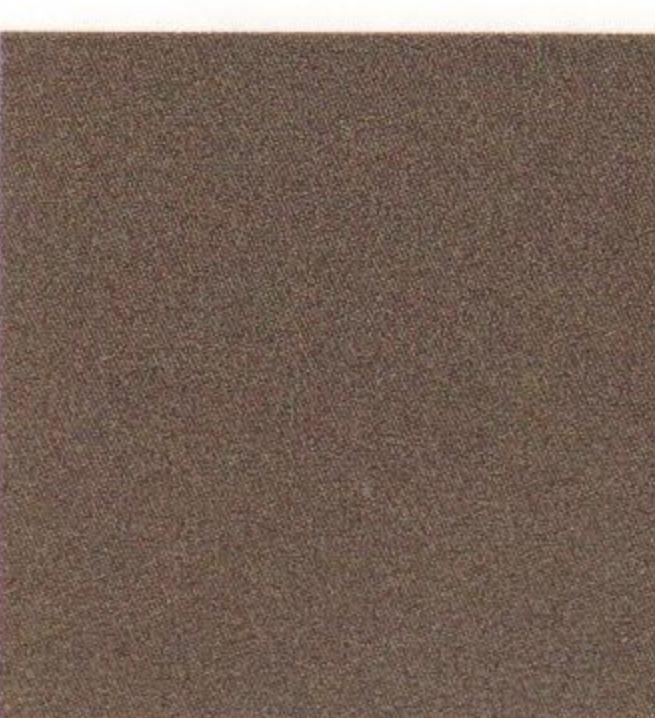
531
VAIL WHITE



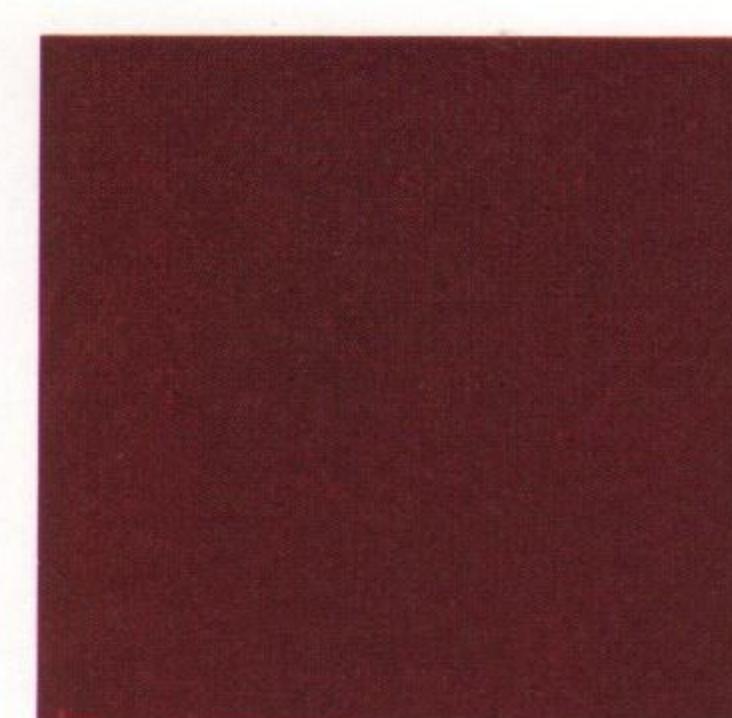
KN0
PLATINUM METALLIC



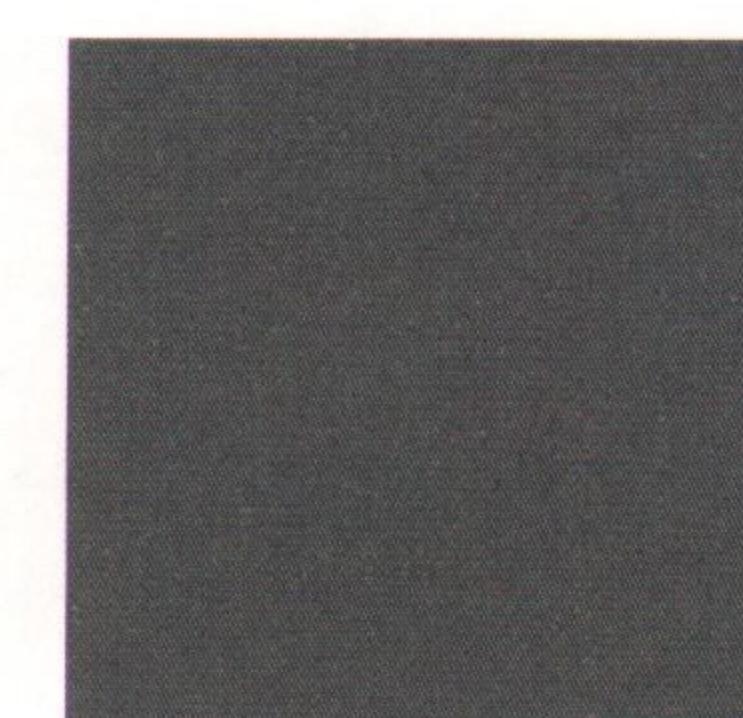
KJ1
BEIGE PEARL



CJ7
BRONZE METALLIC



AL0
RUBY PEARL



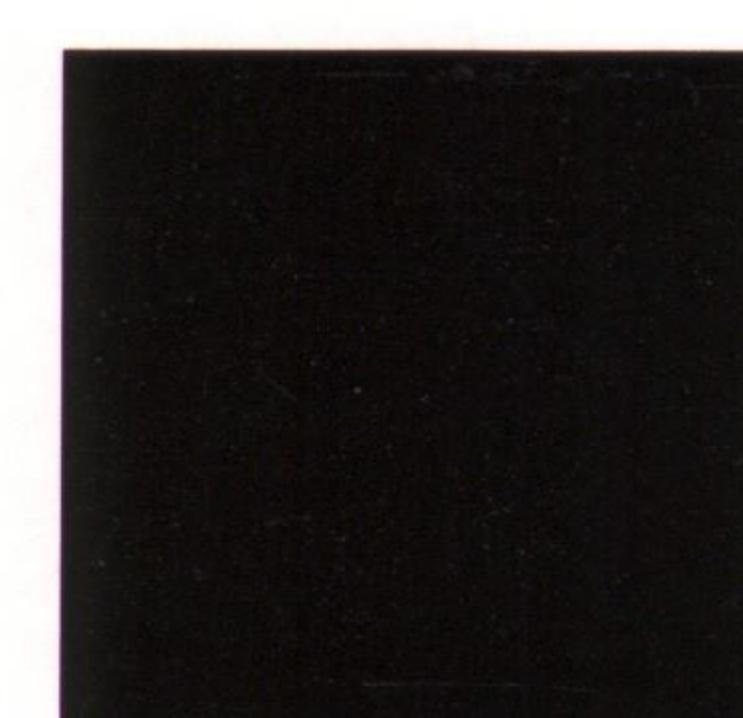
BL0
PEWTER BLUE PEARL



FL1
BLUE JADE



KJ5
SLATE GRAY PEARL



KH3
SUPER BLACK

Nissan Motor Manufacturing Corp., Smyrna, Tennessee houses the first plant in North America to totally spray the exterior of the vehicle with electrostatically charged water-borne paint. Applied in this manner, the process dramatically reduces the volatile chemicals and solvents normally associated with automotive paint application.* And while that's good for the environment, it's also good for Altima.TM

Forty-three separate steps go into covering Altima with its unique protective coat. The battle against even microscopic particles of dust begins with technicians who pass through two air showers, wear protective caps, lint-free coveralls and even approved deodorants. After degreasing, the car body moves through a series of ten stages to apply a zinc phosphate coating. Then a 3-stage electrocoat is followed by six rinses and a 350° oven to seal it against corrosion and protect it from stone chipping. Four more steps lead to the primer booth, blackout and another bake oven. Water-borne paint is applied electrostatically in Nissan's unique 2-step process. Altima then passes through a flash-off oven before the clearcoat* is applied. A final bake, inspection and two more anti-corrosive measures complete the intensive process.

COLOR COMBINATIONS

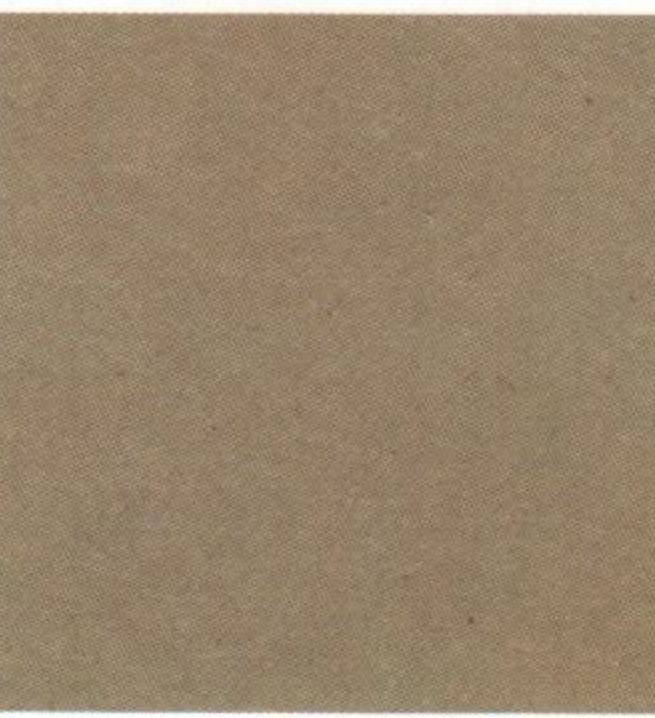
EXTERIOR COLOR	INTERIOR COLOR	MODELS
		XE GXE SE GLE
Vail White	Tan	● ● ●▲
	Charcoal	●▲
Platinum Metallic	Blue Gray	●▲
	Charcoal	●
Beige Pearl	Titanium	● ● ●▲
	Tan	● ●
Bronze Metallic	Titanium	● ●▲
Ruby Pearl	Titanium	● ● ●▲
	Tan	●
Pewter Blue Pearl	Blue Gray	● ● ●▲
Blue Jade	Titanium	● ● ●▲
Slate Gray Pearl	Titanium	●▲
	Charcoal	●
Super Black	Titanium	● ● ●▲
	Tan	● ●
	Charcoal	●

Altima offers such a wealth of color and trim options you may find it useful to refer to the charts on these two pages. On the previous page you'll find both the exterior colors and the selection of leathers available on the GLE. Once you've selected your exterior color, refer to the chart on this page to determine your interior trim options.

*Double top-coat process applies to all Altima colors aside from Vail White and Super Black.

**For Charcoal interior color, refer to page 21.

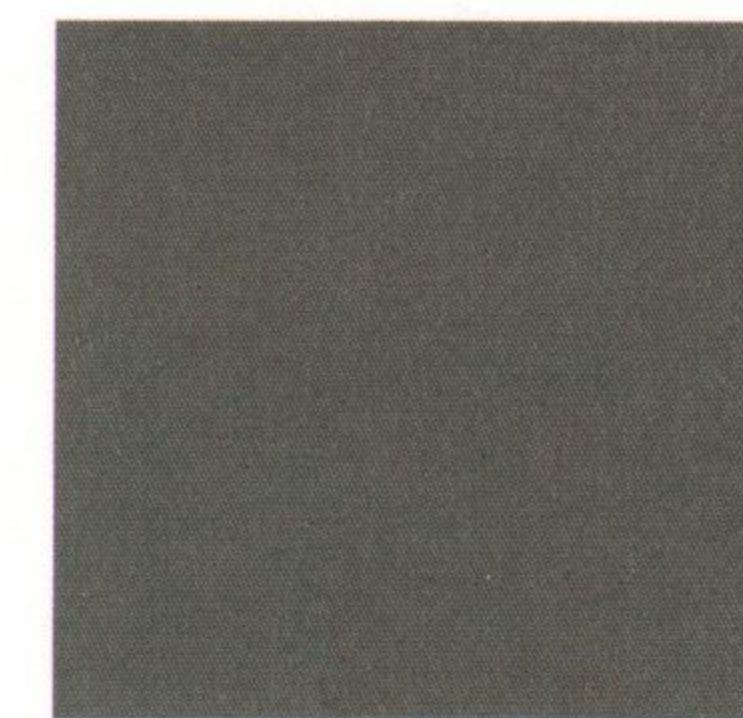
INTERIOR LEATHER



TITANIUM



TAN



BLUE GRAY

FEATURES AND SPECIFICATIONS

• Standard ○ Optional

	4-Door Sedan			
	XE	GXE	SE	GLE
MECHANICAL FEATURES				
2.4-liter DOHC 16-valve 4-cylinder engine	●	●	●	●
Sequential multi-point electronic fuel injection	●	●	●	●
5-speed manual overdrive transmission	●	●	●	●
Electronic 4-speed automatic overdrive transmission	○ ¹	○	○	●
Power-assisted rack-and-pinion steering	●	●	●	●
Viscous limited-slip front differential	○ ²	○ ²	○ ²	●
4-wheel independent suspension	●	●	● ³	●
Front and rear stabilizer bars	●	●	●	●
Power-assisted brakes (front vented disc/rear drum)	●	●	● ⁴	●
Anti-lock Braking System (ABS) – includes rear disc brakes	○ ⁵	○ ⁶ ⁷	○ ⁷	○ ⁷
EXTERIOR FEATURES				
Full aerodynamic wheel covers	●	●		
Aluminum alloy wheels		●	●	●
Flush-mounted halogen headlamps	●	●	●	●
Cornering lamps		●	●	●
Fog lamps			●	
Semi-concealed windshield wipers/washers	●	●	●	●
Tinted glass	●	●	●	●
Dark upper windshield band		●	●	●
Dual power remote-controlled outside mirrors with passenger-side convex mirror	●	●	●	●
Body-color wide protective body side moldings	●	●	●	●
Power sliding tinted glass sunroof with rear tilt feature and sunshade		○	●	
Rear spoiler and side sill extensions		●		
INTERIOR/SEATING AND TRIM FEATURES				
Contoured reclining front bucket seats with adjustable head restraints	●	●	●	●
Front sport seats		●		
Adjustable lumbar support		●		
Rear-seat center armrest with trunk pass-through	●	●	●	●
Velour seat trim	●	●	●	●
Leather seating surfaces	○			
Leather-wrapped steering wheel and gear shift knob		●		
Dual front door map pockets	●	●	●	●
Full cut-pile carpeting	●	●	●	●
Wood pattern trim	●	●	●	●
COMFORT AND CONVENIENCE				
Ozone-safe, non-CFC air conditioning	○ ⁸	○ ⁹	●	●
Automatic temperature control			●	
Power windows with driver-side auto-down feature	●	●	●	●
Power door locks	●	●	●	●
Cruise control	○ ¹⁰	○ ⁹	●	●
Tilt steering column	●	●	●	●
2-speed variable intermittent windshield wipers/twin-stream washers	● ¹¹	● ¹¹	●	●
Electric rear window defroster	●	●	●	●
Side window defoggers	●	●	●	●
Dual cup holders	●	●	●	●
Theft Deterrent System			●	

	4-Door Sedan			
	XE	GXE	SE	GLE
COMFORT AND CONVENIENCE (CONT.)				
Remote trunk, fuel-filler door and hood releases	●	●	●	●
Center console with covered storage area	●	●	●	●
Lockable glove box	●	●	●	●
Visor vanity mirror	●	●	●	●
Interior courtesy lamps – cigarette lighter, ashtray, glove box and trunk	●	●	●	●
INSTRUMENTATION				
Tachometer/trip odometer	●	●	●	●
Digital head-up speedometer/warning display			●	
Speedometer, coolant temperature and fuel level gauges; low fuel level warning light	●	●	●	●
Digital quartz clock	●	●	●	●
AUDIO SYSTEMS				
Electronically tuned AM/FM/cassette stereo audio system with Dolby [®] noise reduction, automatic metal tape capability, automatic program search and 4 speakers	○ ⁸	○ ⁹	●	
Electronically tuned AM/FM/cassette stereo audio system with CD player and Dolby [®] noise reduction, automatic metal tape capability, automatic program search, 4 active speakers and 2 front-pillar dome tweeters		○ ¹²	●	
Diversity antenna system	○ ⁸	○ ⁹	●	●
SAFETY FEATURES				
Driver-side airbag (SRS)	●	●	●	●
Automatic front shoulder belt system	●	●	●	●
Steel side-door guard beams	●	●	●	●
Front seatbelts and front seatbelt warning light	●	●	●	●
3-point outboard rear seatbelts, center lap belt	●	●	●	●
Child-safety rear door locks	●	●	●	●
Energy-absorbing front and rear bumpers	●	●	●	●
Energy-absorbing steering column	●	●	●	●
PACKAGES				
XE Option Package – includes air conditioning, cruise control, and AM/FM/cassette audio system	○			
GXE Value Option Package – includes air conditioning, cruise control, AM/FM/cassette stereo audio system and power antenna		○		
ENGINE				
	XE	GXE	SE	GLE
Engine type	DOHC 16-valve 4-cylinder			
Displacement	2.4 liters (2389cc)			
Horsepower (SAE net)	150 hp @ 5600 rpm			
Torque (SAE net)	154 ft-lbs @ 4400 rpm			
Induction system	Sequential multi-point electronic fuel injection			
Compression ratio	9.2:1			
DRIVETRAIN				
Drive configuration	Front engine/front-wheel drive (viscous limited-slip front differential optional-GXE, GLE, SE)			
Transmission type	Standard 5-speed manual overdrive (XE, GXE and SE)			
	Electronically controlled 4-speed automatic overdrive (GLE)			
Optional	Electronically controlled 4-speed automatic overdrive (XE, GXE and SE)			

	4-Door Sedan			
	XE	GXE	SE	GLE
DRIVETRAIN (CONT.)				
Gear ratios (:1)	5-speed manual			4-speed automatic
1st	3.285			2.785
2nd	1.850			1.545
3rd	1.206			1.000
4th	0.954			0.694
5th	0.740			N/A
Reverse	3.428			2.272
Final drive ratios	3.650/3.895 (SE)			3.619
BODY/CHASSIS/SUSPENSION				
Body type	All-steel unibody with DURASTEEL [™]			
Steering type	Power-assisted rack-and-pinion			
Turning circle diameter, curb to curb (ft.)	37.4			
Wheels	Type Steel		Cast aluminum alloy	
	Size 6JJ x 15			
Tires	Type All-season steel-belted radial blackwall tires ¹³			
	Size 205/60R15			
Braking system	Power-assisted (front vented disc with audible alert wear indicators/self-adjusting rear drum) ⁴			
Optional	Anti-lock Braking System ¹⁴ (front vented disc/rear disc)			
Suspension	Front Subframe-mounted, independent MacPherson struts with coil springs and stabilizer bar			
	Rear Subframe-mounted, independent MacPherson struts with coil springs and stabilizer bar			
Ignition system	Electronic			
Alternator	12-volt, 80-amp			
Battery	Low-maintenance 12-volt			
EXTERIOR DIMENSIONS (IN.)				
Wheelbase	103.1			
Overall length	180.5			
Overall width	67.1			
Overall height	55.9			
Tread width	Front 57.7			
	Rear 57.3			
INTERIOR DIMENSIONS (IN.)				
Head room	Front/Rear 39.3/37.6			
Leg room	Front/Rear 42.6/34.7			
Hip room	Front/Rear 52.8/52.4			
Shoulder room	Front/Rear 54.8/54.0			
CAPACITIES				
Luggage capacity (cu. ft.)	14.0			
Interior volume (cu. ft.)	94.0			
Fuel tank (gals.)	15.9			
WEIGHTS (LBS.)				
Curb wt.	5-speed manual 2829	2898	2902	N/A
	4-speed automatic 2907	2972	2988	2990
EPA MILEAGE ESTIMATES¹⁵				
5-speed man.	Hwy/City 30/24			
4-speed auto.	Hwy/City 29/21			

Every Nissan[®] offers you the protection of a 3-year/36,000-mile "bumper-to-bumper" limited warranty and a 5-year/60,000-mile limited powertrain warranty. There's also 1-year/12,000-mile warranty coverage on Genuine Nissan Parts.

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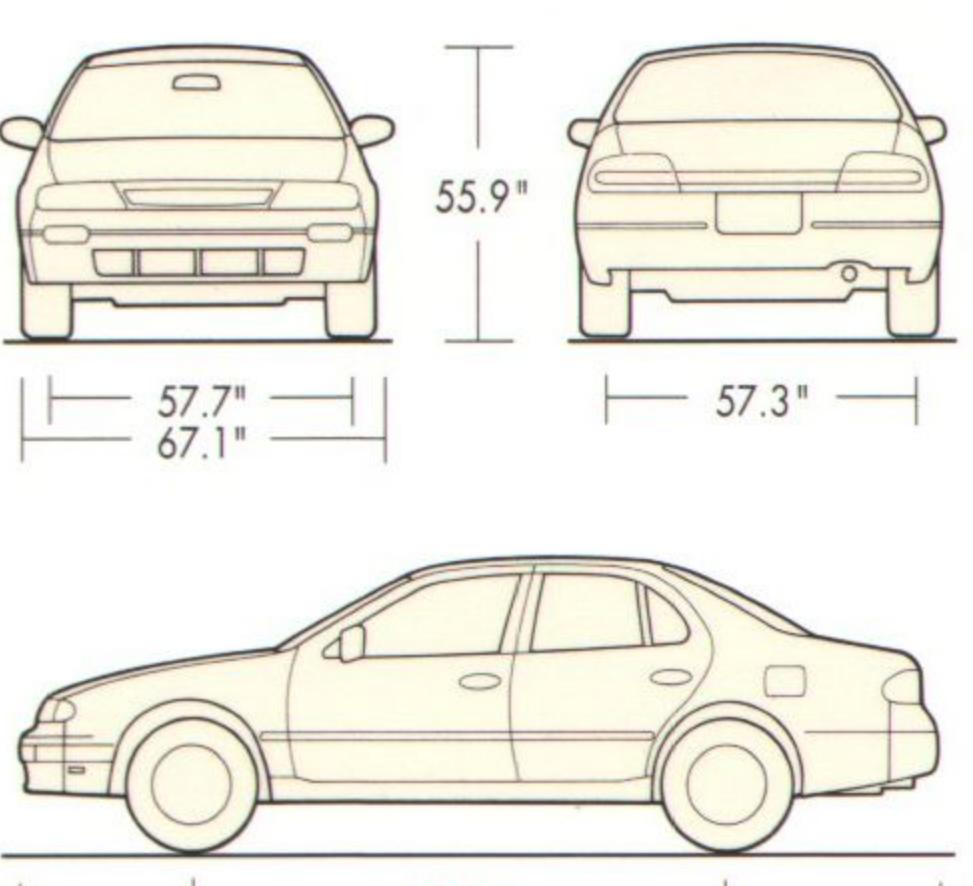
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Technology, our racing/research

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Arizona Test Center near Phoenix.

SE MODEL



COMMITMENT

Nissan's com-

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